

**BY THE ORDER OF
THE COMMANDER 305TH AIR MOBILITY
WING (AMC)**

MAFB INSTRUCTION 11-204

15 APRIL 1998

Flying Operations



**HAZARDOUS CARGO LADEN AIRCRAFT
SUPPORT INSTRUCTION**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction provides guidelines for ground support of aircraft carrying conventional hazardous cargo arriving or departing McGuire Air Force Base, NJ. It provides for maximum safety during ground operations.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

This revision deletes Hazardous Cargo Loading Areas (HCLA) 9 -11 and redesignates HCLA 12 as HCLA 8.

1. REFERENCES: AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials; AFI 13-213, Airfield Management and Base Operations; AFM 91-201, Explosive Safety Standards.

2. RESPONSIBILITIES: Hazardous cargo laden aircraft transiting McGuire AFB require special handling to ensure maximum safety. All organizational elements involved in the ground support of conventional, hazardous cargo laden aircraft will be responsible for compliance with the procedures outlined in this instruction. Supporting instructions of this regulation will be prepared and maintained by activities concerned.

3. PROCEDURES: The following notification procedures will be complied with:

3.1. On loads at McGuire. The Air Terminal Operations Center (ATOC) will notify the Wing Command Post when an on load of hazardous cargo is required on missions originating at McGuire. The

Wing Command Post will, in turn, coordinate a parking spot with Base Operations and Maintenance Aircraft Coordination Center.

3.2. AMC Missions: Wing Command Post will also contact the following to relay outbound/inbound mission data for AMC missions:

3.2.1. The Wing Command Post will notify the Air Terminal Operations Center, Base Operations, Central Security Control, Air Traffic Control Tower, Explosive Ordnance Disposal (EOD) and Maintenance Aircraft Coordination Center of the estimated time of arrival and the estimated time of departure (ETA and ETD) of AMC missions carrying hazardous cargo.

3.2.2. Base Operations will notify the Fire Department.

3.3. Non-AMC Missions. Base Operations will contact the Fire Department and Wing Command Post to give ETA and ETD of non-AMC, hazardous cargo laden aircraft. The Wing Command Post will contact the Air Terminal Operations Center, Central Security Control, Air Traffic Control Tower, Maintenance Aircraft Coordination Center, and EOD (explosive shipments only) to give available information.

3.4. The following information will be passed by notifying agencies:

3.4.1. Aircraft type

3.4.2. Tail number and/or mission number

3.4.3. Call sign

3.4.4. ETA and ETD

3.4.5. Parking spot

3.4.6. DOD Class Division (C/D)

3.4.7. Net Explosives Weight (NEW)

3.4.8. Whether the cargo contains flammable liquids, solids, or gases

3.4.9. Whether the cargo contains oxidizing or corrosive agents

4. PARKING SPOTS: Hazardous cargo laden aircraft parking will be in accordance with the following guidelines.

4.1. The primary Hazardous Cargo Loading Areas (HCLAs) are HCLA 1 and 2, located south of the Sierra and Oscar taxiways intersection. Whenever possible, aircraft carrying DOD C/D 1.1 or 1.2 explosives and aircraft carrying C/D 1.3 in excess of 1,000 pounds NEW must park on these spots. These spots are licensed for a maximum of 30,000 pounds NEW of C/D (12) 1.1 and/or (12) 1.2 (1.3 and/or 1.4 maximum is limited only by surface bearing capabilities).

4.1.1. CAUTION: Explosive laden foreign aircraft (with 1.1, 1.2, and 1.3 over 1,000 pounds NEW) will not be parked on the primary HCLAs when either HCLA 1 or 2 is occupied by Primary Nuclear Airlift Force (PNAF) U. S. aircraft.

4.1.2. Foreign aircraft will be parked in an appropriate alternate location (see [Attachment 1](#) NOTE).

4.2. When both designated Primary Hazardous Cargo Loading Area are occupied with explosive laden aircraft, class division 1.1 and 1.2 explosives laden aircraft not exceeding 30,000 pounds NEW may be parked on the contingency parking spot (HCLA 8) located on Papa Taxiway. The same applies to aircraft laden with 1,000 pounds NEW or more of 1.3 explosives. 305 AMW/ SEW will be notified when this spot is used.

4.3. Aircraft carrying C/D 1.1 explosives not exceeding 1,000 pounds may park on Sierra taxiway (HCLAs 3-7). Aircraft carrying C/C 1.3 explosives not exceeding 1,000 pounds or any amount of C/ D 1.4 may park on Foxtrot through Lima rows spot 4, Romeo row spots 1 through 13, and the Sierra 1 parking spot.

4.4. Parking spots used for loading or unloading C/D 1.4 explosives will be any spots authorized for 1.1, 1.2, or 1.3. However, parking spots on Compass row will not be used for explosives operations.

4.5. When parking spot saturation (for class division 1.1 and 1.2 explosives) is anticipated, 305 OSS/ OSAA will notify the Wing Explosives Safety Officer at least 24 hours in advance. The Explosives Safety Officer will advise the Wing Commander if the situation cannot be controlled at Wing staff level.

5. EMERGENCY NOTIFICATION: Should an emergency occur on explosives laden aircraft located on HCLA 1 or 2, Sierra taxiway, or Papa taxiway contingency parking spots, arriving and departing aircraft will be routed or parked outside the hazard control zone until the area is declared safe by the on-scene commander.

6. SPECIFIC ACTIONS:

6.1. Base Operations (305 OSS/OSAA) will coordinate parking spots for hazardous cargo laden aircraft with Aircraft Maintenance Coordination Center and the Wing Command Post.

6.2. Explosive Ordinance Disposal (EOD) will maintain a standby posture upon notification of aircraft arrival, loading or unloading, and departure operations.

6.3. Maintenance Aircraft Coordination Center (305 AMW/MACC) will:

6.3.1. Coordinate with Base Operations for parking or pre-positioning of assigned aircraft in the remote hazardous cargo loading areas (HCLAs 1 and 2) for McGuire AFB originating onloads.

6.3.2. When maintenance is to be performed on any aircraft with explosive cargo, the maintenance supervisor is responsible for compliance with TO11A-1-33, "Handling and Maintenance of Explosive Loaded Aircraft". 305 AMW/SEW will be notified prior to start of maintenance.

6.3.2.1. Ensure that the aircraft is properly grounded.

6.3.2.2. Ensure that at least one 150 LB Halon fire extinguisher is in position for each hazardous cargo laden aircraft.

6.3.2.3. Ensure that maintenance equipment is parked at a safe distance from aircraft when not in use.

6.3.2.4. Keep vehicles at a safe distance from the aircraft unless involved in loading and unloading operations.

6.3.2.5. Ensure that any power unit is properly positioned at a safe distance from the aircraft.

Maintenance that will increase the probability of fire such as the use of flame or uncontrolled heat producing device is prohibited.

6.4. Transient Maintenance will:

6.4.1. Coordinate with Base Operations for parking transient aircraft in the remote hazardous cargo loading areas (HCLAs 1 and 2).

6.4.2. Lead transient aircraft carrying class division 1.1, 1.2, or 1.3 cargo to their parking spot with a "Follow Me" vehicle.

6.4.2.1. Ensure that the aircraft is immediately grounded after engine shut down.

6.4.2.2. For missions not serviced by McGuire Air Freight, place applicable hazardous cargo placards and fire symbols at each wing tip, nose and tail of the aircraft. NOTE: Explosives laden aircraft parked on HCLA 1 or 2 do not require fire symbols.

6.4.2.3. Ensure that at least one 150 LB Halon fire extinguisher is in position for each hazardous cargo laden aircraft.

6.4.2.4. Ensure that maintenance equipment is parked and chocked at a safe distance from the aircraft when not in use.

6.4.2.5. Keep vehicles at a safe distance from the aircraft unless involved in loading or unloading operations.

6.4.2.6. Ensure that any power unit is properly positioned at a safe distance from the aircraft.

6.5. The Air Terminal Operations Center (305 APS/TRO) will:

6.5.1. Notify the Wing Command Post (305 AMW/CP) when hazardous cargo on loads are required on an aircraft originating at McGuire. Pass all hazardous cargo information to the Wing Command Post who will, in turn, notify required agencies.

6.5.2. Notify the Fire Department when loading or unloading conventional hazardous cargo begins and ends. For explosives cargo, the notification procedures will include the DOD class division, hazard symbol, and NEW.

6.5.3. Place applicable hazardous cargo placards or fire symbols at each wing tip, nose, and tail of aircraft. NOTE. Explosives laden aircraft parked at HCLA 1 and 2 do not require fire symbols.

6.5.4. Keep all vehicles and personnel not directly involved in hazardous cargo operations away from the aircraft to ensure maximum safe operations.

6.6. Chief, Security Forces (305 SFS) will ensure that:

6.6.1. Aircraft are protected IAW AFI 31-101, and applicable local directives. Central Security Control (CSC) is notified by the wing command post when an aircraft is to be sealed. CSC will dispatch a security force member to monitor the sealing. The security force member will relay the seal number, via landline or in person to CSC. Sealed aircraft will be provided random patrol coverage. When an aircraft is not sealed, security is the responsibility of the aircrew or possessing organization.

6.6.2. Requests for a sentry (s) will be relayed through CSC to the SF Operations section who will determine the need and applicability. To assist that determination, the requesting agency must be prepared to give mission status and resource priority information to the Security Forces.

6.6.3. Restricted or controlled areas are established as required.

6.6.4. When security forces have not received prior notification of personnel who approach or who are next to a sealed aircraft, security forces will detain and identify those persons.

6.7. Wing Explosives Safety (SEW) will:

6.7.1. Make periodic inspections of hazardous cargo procedures on the McGuire airfield.

6.7.2. Prepare a short-notice event waiver when required.

6.7.3. Complete all licensing actions for HCLA spots on McGuire AFB aircraft parking ramp.

7. SAFETY: It is essential that all procedures are strictly adhered to when explosives are involved. Any procedural problems should be brought to the immediate attention of SEW.

CRAIG P. RASMUSSEN, Brig Gen, USAF
Commander

Attachment 1

EXPLOSIVES LADEN AIRCRAFT PARKING GUIDE**NOTES:**

DOT CLASS A, B, and C EXPLOSIVES TERMINOLOGY WILL NOT BE USED WHEN DECIDING AIRCRAFT PARKING LOCATIONS

DOD HAZARD CLASS AND/OR DIVISION GOVERNS WHERE AIRCRAFT WILL BE POSITIONED.

PARKING LOCATION	EXPLOSIVE LIMITS
HCLA 1, 2 AND 8	C/D 1.1 and 1.2 (12) : UP TO 30,000 LBS. NEWC/D 1.3 : OVER 1,000 LBS. NEW
PAPA TAXIWAY (CONTINGENCY HCLA 8)	C/D 1.1 : UP TO 30,000 LBS. NEW
SIERRA TAXIWAY (CONTINGENCY HCLA 3 - 7)	C/D 1.1 : UP TO 1,000 LBS. NEW
ROMEO ROW PARKING SPOTS 2 - 14 MAIN RAMP (FOXTROT – LIMA ROWS) 1-4 PARKING SPOTS (MIKE-NOVEMBER ROWS) 1-3 PARKING SPOTS BRAVO ROW 1-3 PARKING SPOTS	C/D 1.3 : UP TO 1,000 LBS NEWC/D 1.4 : UNLIMITED
ROMEO ROW PARKING SPOTS 1 – 14 MAIN RAMP (FOXTROT – LIMA ROWS) NUMBER 4 PARKING SPOT (MIKE-NOVEMBER ROWS) 2-3 PARKING SPOTS ALPHA ROW 1-3 PARKING SPOTS VICTOR ROW 1-5 PARKING SPOTS YANKEE AND ZULU 1-4 PARKING SPOTS	FLARE UP/DOWN LOADC/D 1.3 : UP TO 1000 LBS. NEW

Attachment 2

HAZARDOUS CARGO LADEN AIRCRAFT (HCLA) PARKING SPOTS

